

## ENGLISH RAILWAYS.

## DANGERS OF COMPARTMENT-CARS—A REAL AMERICAN TRAIN—THE STAGE-COACH TYPE.

Since the murder of Miss Camp in a suburban railway carriage between Putney and Wandsworth, there has been a high degree of nervous tension among travellers. The adventure of an excitable woman, who opened the compartment door and clambered along the footboard to claim the protection of the guard while the train was trundling along at the rate of forty miles an hour, is one of many episodes illustrating the general apprehension which that crime has caused. Another desperate encounter is described to-day. Women avoid entering compartments which are not well filled with passengers, and when the carriage is nearly empty and they are left alone with a man on the opposite seat they think of Miss Camp and are timorous and nervous. The crime has increased temporarily the anxieties of travel and rendered both women and men conscious of the risks to which they are exposed from isolation in compartment pens. A woman is afraid to take a seat in a carriage in which a man is the only other passenger; and a man is almost equally reluctant to travel in a compartment in which a woman is seated. One thinks of murder and the other of blackmail, and each is equally uncomfortable.

It is true that railway murders are exceedingly rare in England. There may be millions of passengers carried in safety before another life is sacrificed in consequence of the isolation of the murderer and his victim in a compartment. Moralists writing for railway journals do not find it difficult to prove that more murders are committed in houses and on the streets than in compartment carriages. One of these writers, I observe, refers to the Whitechapel murders, which baffled the vigilance and intelligence of the police patrolling the streets near by, and concludes that there is no safer place in the world than a compartment-carriage. It is not so safe a place but that a murderer during an interval of four or five minutes between stations can butcher his victim, conceal the body under a seat, and escape without leaving behind him any trace of his presence to place as a railway carriage without partitioned compartments would be. Infrequent though these railway crimes may be in England and on the Continent, they are remembered for a long time, and are an unfailing source of anxiety and nervousness among timid and apprehensive travellers, and this feeling of trepidation and suspicion would be dispelled if long cars were substituted for compartment-carriages.

## RAILWAY ECONOMICS.

It would be idle to assume that a single crime like the atrocious murder of Miss Camp will lead to the reconstruction of the rolling-stock of English railways. There have been even more sensational cases of railway crime, and the public feeling of uneasiness and suspicion has passed away without effecting any material modification of the compartment system. The cutters against the prevailing method of isolating groups of passengers in separate pens are, it is true, louder and angrier than the protests which are usually heard in such instances. The American long car is advocated by several prominent journals as undeniably safer and more comfortable in many ways than the compartment-carriage, which is modelled upon the old-fashioned stage-coach; and the perversity with which the English railway companies cling to a system which facilitates robbery, murder and blackmail, is keenly deplored. These moralists have been pointed many times; but the walled pen remains on wheels, where any crime can be committed, even with only five-minute intervals between stations, without any chance of help from the train guards or from fellow-travellers on either side.

When adequate allowance has been made for the slowness with which the English people change their habits, the maintenance of the stage-coach system of construction is to be explained as a matter of railway economics. The substitution of long cars for compartment carriages would be a most expensive transformation of rolling stock, and the corporations have persistently resisted it under the plea that English people are conservative, are accustomed to the present methods of transportation, and must have privacy and classification of passengers, even at the risk of exposure on rare occasions to attacks from maniacs and murderers, and to blackmailing charges. Privacy certainly is not secured, for travellers are brought into closer contact with one another in a stage-coach compartment than they would be in a long car of American design. As for classification, it is not impracticable in carriages which are open at the ends instead of being partitioned into pens.

The only genuine American train operated in England is on the South Eastern Railway, running between Charing Cross Station and Hastings every afternoon, and returning in the morning. It consists of six elegant American railway carriages, which were constructed in Troy, N. Y. These are entered at the ends, are lighted by electricity, are heated and admirably ventilated, are operated with improved American wheels and brakes. There are three classes of carriages, with a uniform plan of construction, but with modifications of upholstery and appointments corresponding to the three rates of railway fare. Each has a smoking-saloon and a lavatory at one end, and the remaining space is occupied with seats or armchairs and lounges, with a free passage through the centre. The first-class carriages do not differ materially from American drawing-room cars, and the remaining carriages are comfortable and even luxurious in comparison with the ordinary compartment cars of the same classes. This is the only journey which an American can take in England without finding any cause for complaint. It is the best train in England, and the one which secures passengers in the largest degree against contact with strangers and invasion of privacy—that sacred privilege of every full-blooded Englishman.

These cars were first operated experimentally in trains to Folkestone and Dover, connecting with Channel steamers; but within a few months they have been taken from that service, and are now used twice a day between Charing Cross and Hastings and St. Leonard's. The officials of the railway assert that it is a popular train; and it is hard to understand how it can be anything else. The passengers have freedom to walk about; they have comfortable seats, are not exposed to draughts in winter, and have access to the smoking-room; they are not annoyed by the banging of the side doors at every station; they are not shut up in close and stuffy boxes, but have good air to breathe; and they are entirely relieved from the feeling of uneasiness and alarm, which is caused by a sense of isolation and want of protection when woman or man is imprisoned in a compartment with a stranger. Privacy is enjoyed in these carriages unclouded with morbid anxiety or fear; and the journey is made without fatigue and annoyance. Americans who travel in this train are at a loss to explain why the same system is not generally introduced on English railways. It is, however, a problem of railway economics which the courteous officials have explained to me in detail.

"This is a good train for winter service, but it will be taken off as soon as the spring comes," I was told. "Why cannot the train be operated in summer?" I asked, with surprise. "Because we can only carry about 150 passengers by this train," is the answer; "and we need to move 600 each way at the same hours when travel is heaviest." "Why not put on more cars of the same pattern?" That could not be done without adding another engine. With the same weight to be

carried by the engine, 600 passengers can be carried in an English train and only 150 by this American train. "It is more economical to crowd the 600 into compartments than to multiply the number of comfortable American carriages." "Yes; and the shorter train can be operated easily, whereas the long train would block the line and put the schedule out of gear."

## NEW AND OLD TYPES.

Apparently there are economic motives behind the inertia of the railways in resisting the introduction of rational methods of reconstruction of rolling stock. The stage-coach type of carriage is the cheapest in practical operation. More passengers can be carried with the same weight of equipment in box-pens than in long cars, and consequently they are packed into compartments as closely as possible, so that the engine can have a normal weight behind it and the schedule not be disturbed and the line blocked. Classified boxes are more economical than classified cars, and privacy and isolation are privileges only to be secured by lavish tips to station-masters and guards.

It is true that the English public has become more or less habituated to dining-cars and drawing-room cars over long-distance routes. The Great Northern Railway has a comfortable service of Pullman cars for the Scotch express trains, with drawing-room and sleeping coaches and first and third-class dining-cars. It is a service inferior to that of the best American railways, such as the Pennsylvania and the New York Central, but it is fairly good and the time of the express trains is very fast. Both the Northwestern and the Midland railways have a service of corridor vestibuled trains between London and Scotland, which corresponds closely to American limited trains. Meals cost about what they do in American dining-cars, four shillings for a table d'hôte dinner with coffee; but the menu is severely simple and plain in comparison with that provided on trains like the Congressional Limited, between New York and Washington. Sleeping and drawing-room carriages of English pattern are also operated on the Scotch express trains of these two lines, the Irish mail train and on the special trains between London and Liverpool. The Southwestern has steamship trains of connected compartment-cars between London and Southampton, and drawing-room cars running to Bournemouth. The Great Western and the Brighton railways have handsome corridor and drawing-room cars, and a few of the other English railways, notably the Great Eastern, have introduced long smoking-cars and drawing-room cars. These are the closest approaches to luxurious railway travel in England and Scotland.

The bulk of the rolling-stock on all the railways is made up of compartment-cars, without essential variations from the original type. Sometimes the barriers between sections are partial, the partition not rising to the roof of the car. Sometimes the compartments are connected by doors. In the corridor-car there is on one side a narrow alley into which the compartments open by sliding doors, and lavatories are frequently connected with first and second class carriages, and cars are sometimes linked together by vestibules in through trains for long distances. These modifications are the main concessions which the railway companies have made in response to the public requirement for additional comfort and luxury; and these have been introduced on a small scale and with great reluctance. The stage-coach type is considered good enough for the mass of the travelling public. There will be room for six passengers in a first-class compartment; for eight in second class, and for ten in third class; and the width of the seat and quality of the upholstery will depend upon the price paid for the ticket. The compartment will not be heated in winter. The doors will be closed with a nerve-racking bang whenever the guard is moved by curiosity to inspect the tickets. It was the method of travel half a century ago, and it has not been changed in conservative England. Probably it will not be altered in another half-century, unless murders and blackmailing cases become more common than they are now. There have only been three startling incidents of this nature during the last fortnight, and what are these when railway travellers in England may be numbered by the millions? Moreover, there is the risk of communicating with the guard. I never enter an English compartment without reading with a feeling of awe the printed instructions for finding and using the communication system. The guard is the Emperor, and the attention of the guard and driver, passengers must pull down the cord which will be found outside the carriage, close to the cornice, over the window of the carriage. The guard is the Emperor, and the attention of the guard and driver, passengers must pull down the cord which will be found outside the carriage, close to the cornice, over the window of the carriage. The guard is the Emperor, and the attention of the guard and driver, passengers must pull down the cord which will be found outside the carriage, close to the cornice, over the window of the carriage.

ESCAPED FROM A MEXICAN PRISON. City of Mexico, March 7.—Harold A. Elmer, who was charged here in January, 1896, with forging a note of the Chemical Bank of New York for \$5,000, and also one for \$2,000 of the Ward Line, was released from the city prison on Friday night. He fled away from the bars of his cell with a file supposed to have been given him by an American courtier, and escaped to the United States. The United States Government wanted Elmer on a charge of forgery in Florida, and his extradition had been refused by the British Government. Elmer was formerly employed in the Government Printing Office in Washington, and also in the office of the United States Consul in London. His real name is Henry E. Ehringer. His father is a rich man, living in New Jersey. Elmer about two years ago was convicted in London of the forgery of a check, and he is known to have \$5,000 in his possession, and it is a mystery how he got it.

## THE ALISA BEATS THE BRITANNIA.

Hyeres, March 7.—A large crowd witnessed the yacht race to-day for the Town Prize of 1,500 francs. The sun was shining brightly. At the start the wind was fluky, but later settled into a fine westerly breeze. The course was the same as that sailed over yesterday—three times round an eight-mile triangle. The race was won by A. Barclay Walker's Alisa, a French motor yacht, in 10 minutes and 40 seconds. The Britannia, an English motor yacht, was second, in 11 minutes and 10 seconds. The Alisa beat the Britannia by seven minutes.

## EIGHT DROWNED IN A TUNNEL SHAFT.

London, March 7.—Since the abandonment of the scheme for the construction of a tunnel under the English Channel the shaft that had been bored at Dover has been used as a chimney. Today while a number of men were at work in the mine the shaft was suddenly flooded, and eight of them were drowned.

## ANXIETY ABOUT A WHALING STEAMER.

St. John's, N. F., March 7.—Considerable anxiety is felt regarding the whaling steamer Esquimaux, which is now thirty days out from Dundee, bound for this port, to prosecute the seal fishery. Her sister ship, the Terra Nova, arrived ten days ago. There are about forty persons aboard the Esquimaux.

## MAJOR WOOD STARTS FOR THE CAPITAL.

Mount Sterling, Ky., March 7.—Major A. T. Wood, the Kentucky Senatorial appointee, started this morning for Washington, and will report to the Senate to-morrow. He will probably remain on the ground whether he is seated or not. Though he has never been considered a Senatorial candidate, Major Wood has decided to run for the Senate. When that is completed people will be able to go all the way by rail from Paris to Calcutta without leaving the railroad car.

Are you thinking of purchasing a Piano, or a Piano stool? If so, do not fail to consult the little advertisements in the narrow columns. Some good bargains may be found there.

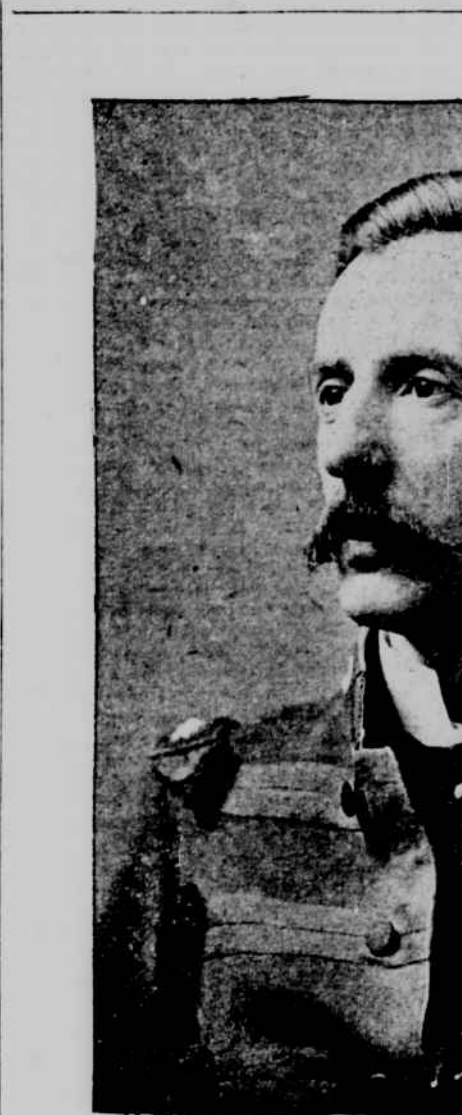
## ROUND ABOUT EUROPE.

## GREAT BRITAIN'S ARMY THE MOST UNHEALTHY MILITARY FORCE IN THE WORLD.

APPALLING FIGURES CONTAINED IN THE WAR DEPARTMENT REPORTS—NINE HUNDREDTH ANNIVERSARY OF THE FORK—EMIGRATION TO SIBERIA STOPPED—KRUPP'S NEW SHIPYARDS AT KIEL—RUSSIAN RAILROAD TO CABUL—STEAM-BOATS ON THE JORDAN.

The British Army can scarcely be said to be a particularly healthy one, for according to the official report of the medical division of the War Department, which has just been submitted to Parliament, the admissions into hospitals during the last twelve months were over 900 per thousand. The average strength of the army during the year under review is put down at 200,000, while the admissions to hospitals in that period were 190,312. It may be questioned whether any such astounding report has ever been submitted to any Legislature.

Venice is about to celebrate the 500th anniversary of the first introduction of the fork for table use. The merit of its adoption belongs to the Doge Orsini, who at the wedding of his son produced a silver fork and a gold spoon. It was not until 300



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years later that the fork reached France, while it was only in the year 1608 that it was first adopted for table service in England.

To those who imagine that the very name of Siberia is calculated to send a cold chill into the heart of a Russian, by reason of its association with ideas of exile in its most harsh and cruel form, the announcement that the Muscovite Government has decided to stop the emigration from Russia to Europe to Siberia will come in the nature of a surprise. It seems that the exodus in the direction of Siberia has assumed such vast proportions that the authorities began to fear that North and East Russia would be completely depopulated, the falling off in revenue from the thus deserted portions of the Empire having been very marked. The peasants have now been ordered to remain at home, and not to emigrate. This may be regarded as equivalent to a revival of the old law which compels serfs to remain on the lands on which they were born unless they received special permission to emigrate. The only difference is that, whereas, in olden times the power of retention was exercised by the land-owning nobility, it is now monopolized by the Government.

Austria has just celebrated with befitting ceremony the centenary of her national anthem. The principal feature of the celebration was a state performance of the drama entitled "Joseph Haydn," who was the composer of the grand song. The performance took the form of a series of biographical pictures, at the Court Theatre, in the presence of the Emperor, and every one of the scenes represented a phase of the great musician's life. The performance was a triumph, and the music of the orchestra, one after another, ceased playing, extinguished their lights and vanished from their decks.

To convey an idea of the terrorism which has been inaugurated at Vienna by the enormously powerful and fanatical anti-Semitic party, it may be mentioned that the management of the Carl Theatre, which is achieving so great a success with "Tribuna," has not dared to make a Jew, but has converted him into a Hungarian, and the eminent actor who plays the part to lead the audience to forget the Jew in the Gypsy.

Herr Krupp, the so-called Cannon King of Essen, having acquired the Germania Company's dock yards at Kiel, is now negotiating with the municipality of that city for the purchase of an immense tract of adjoining land. Herr Krupp proposes not only to move to Kiel his great engine works at Tegel, near Berlin, but also to erect a new shipyard at Kiel, and to build a new dock at such an extent as to meet all modern requirements. Herr Krupp's object is to make Kiel the greatest shipbuilding and merchant marine center in the world. The German Government has already given Herr Krupp an order for a new and fine cruiser.

Russia's Government has just dispatched one of its shrewdest diplomats to Cabul for the purpose of securing the co-operation and sanction of the Amir of Afghanistan for the construction of a branch railroad from the capital of Afghanistan to a point where it would tap the great Trans-Indian railway. The project is a bold one, and it is not until it reaches the British Indian Empire that it is met with a check. The British Government is not prepared to allow the Russian to build a branch line to the north of the Indian Empire, and the Amir of Afghanistan is not prepared to allow the Russian to build a branch line to the south of the Indian Empire.

The construction of a trolley-car line from Cairo to the Pyramids has now been followed by the placing of a steamboat on the River Jordan, which makes the journey from Jericho to Tiberias—that is to say, from the Dead Sea to the Lake of Galilee—in about seven hours. It matters so on at this rate we shall have a trolley-car line from the Mediterranean to the Red Sea, and a steamboat line from the Red Sea to the Persian Gulf. The project is a bold one, and it is not until it reaches the British Indian Empire that it is met with a check. The British Government is not prepared to allow the Russian to build a branch line to the north of the Indian Empire, and the Amir of Afghanistan is not prepared to allow the Russian to build a branch line to the south of the Indian Empire.

The Turkish colony at Paris, which is both large and influential, has just laid at the feet of Emperor William a fulsome ode of gratitude for the sympathy which he has manifested in favor of the sublime Porte in its conflict with Greece. That Emperor William should have accepted it is surprising, and even his best friends are of the opinion that he has made a political mistake in this demonstration to the world that he has more good-will for Mahomedans than for Christians.

The most remarkable feature of the report just presented to the English Parliament with regard to the condition of Egypt during the last twelve months is the description by the British Resident, Lord Cromer, of the success that has attended the new experiment of State advances to the natives on the security of their crops. Until now the only people to whom the peasantry could apply for loans of money were the Greek, Syrian and Hebrew money-lenders, who invariably exacted from them, as well as a vast economy of cost to the natives. This new scheme is but one of the many benefits conferred upon the Land of the Nile by its British protectors.

## THE VOLUNTEERS' CELEBRATION.

## FIRST ANNIVERSARY OF THE FORMATION OF THE ORGANIZATION.

The Volunteers of America will hold an elaborate service this evening in Cooper Union in commemoration and celebration of the completion of their first year's work since their organization was founded by Ballington and Mrs. Booth as a result of a disagreement with the central authority of the Salvation Army in London. The interest and disunion caused by the volunteer movement, and the various phases of the disagreements of the Booths, have not yet altogether died out, and it has been kept awake in some degree ever since by occasional defections from the ranks of the old army to the new organization.

Some preliminary anniversary exercises of the Volunteers were held yesterday at various places in the city. In the afternoon, at 3:30 o'clock, a large congregation assembled in the Central Metropolitan Temple, Seventh-ave. and Fourteenth-st., to listen to an address by Ballington Booth. The Commandant's address was for the most part a strictly religious appeal, but he made some reference to the causes that had, as he said, forced him and his wife outside the ranks of the army they had loved and served so well and so long. He declared that he never would have taken the first step toward starting a new movement unless he had felt obliged to do so—unless he had felt himself commanded by God to do so.

In the evening another meeting was held at the Cooper Union, when the Commandant addressed a large audience, and the Volunteer Musical Group sang several selections. This evening the big anniversary meeting will be



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held in the Young Men's Christian Association building in East Twenty-third-st., at which it is expected that the largest number of people will be present. The first anniversary of the formation of the organization, Commandant Booth says, having now more than fifty officers, more than 100 posts and more than 3,000 members, paying an annual subscription of \$5 each. In the West the organization has grown even more rapidly than in the East.

## NEEDS OF TEACHERS COLLEGE.

A MORTGAGE OF \$10,000 TO BE PAID, OF WHICH \$2,000 IS PROMISED—THE INSTITUTION'S ADMIRABLE WORK.

The Teachers College was founded eight years ago for the purpose of creating a more intelligent and active interest in public education; of establishing an institution for the scientific study of the educational problems of the time, and for the training of supervisors and teachers of all grades of schools. The work was undertaken by a group of men and women whose conception of what schools should teach was derived chiefly from the knowledge of what the world required. The college was founded at first, primarily, philanthropic, and who later found that of all roads to reform education is the surest and most direct, and that in education the key to progress is the training of teachers.

The current expense demands have always been promptly met. This, the trustees say, is a cause of congratulation, as the annual budgets have risen steadily from \$25,000, eight years ago, to \$150,000 this year. During the last term of 1896-97 the trustees approved the purchase of the college building, a mortgage of \$15,000, so as to insure prompt payment of contractors. Of this \$15,000 has been paid off, and it is urgently desired that before the new group of buildings is occupied next fall the balance of this mortgage may be cancelled, and the Teachers College stand completely free of all debt.

The trustees announce that a friend of the college has generously promised \$25,000 if the \$50,000 is secured. Appreciating this generous promise, the trustees are making every effort to fulfill the conditions, and desire to appeal to the citizens of New York for financial co-operation.

Since 1890 the trustees have acquired twenty-five lots on West One-hundred-and-twentieth and One-hundred-and-twenty-first sts., value \$20,000; the Macy Manual Arts Building and equipment, cost \$20,000; donations toward the new building and equipment, cost \$10,000; total, \$50,000.

Manual training or practical education has been for some time the fashion of the day. It is a new and important method of education, and it is one that the mind of the child requires at every stage of its development. The practical exercises afforded by manual training are of great value in the process of modelling, drawing and construction in its various forms.

A school is maintained complete, from a kindergarten class of little ones under five to the high school, where young men and women come to prepare for further studies or for life. All is under one able head, and through the studying of its organization, the school is a model of efficiency. A school should be graded and arranged as well as taught.

There are at present 122 students in the college and extension classes and 268 in the school. In addition, many teachers come to the lectures and classes. These exert great influence outside, and the clergy are required to bring their pupils and white slaves, and meet in the Parish House at 10:30 a. m.

St. Stephen's College. The members of the Alumni Association are respectfully notified that the funeral of the late Rev. Dr. Charles F. Hoffman, trustee and benefactor of the college, will be held at St. Stephen's Church, 100 West 63rd-st., on Monday, March 8, at 11:30 a. m. Relatives and friends are invited to attend the funeral services in Trinity Cemetery, New Rochelle, on arrival of train leaving G. C. Station at 12 o'clock. GREENE—At Philadelphia, Pa., on Friday morning, March 6, died, at the residence of the late John and Cora Greene, the daughter of the late John and Cora Greene, aged 30 years. She was the wife of the late John and Cora Greene, and was the daughter of the late John and Cora Greene. She was the wife of the late John and Cora Greene, and was the daughter of the late John and Cora Greene.

## OBITUARY.

## MORRIS ARNOLD.

Morris Arnold, for many years a prominent dry-goods importer in this city, died at his home, No. 140 West Fifty-fifth-st., on Saturday. Mr. Arnold was born in Wurtemberg, Germany, seventy-eight years ago, and came to this country in his eighteenth year. Although his only capital when he landed in New York consisted of hope and energy, Mr. Arnold was enabled a few years ago to retire from business with a handsome competency. He was the founder of the firm of M. Arnold & Co., No. 120 Broadway, and was a member of the Board of Trade, the Chamber of Commerce, the New York Club, the Knickerbocker Club, the Union Club, the New York Athletic Club, the New York Yacht Club, the New York Golf Club, the New York Tennis Club, the New York Cricket Club, the New York Football Club, the New York Baseball Club, the New York Hockey Club, the New York Ice Hockey Club, the New York Figure Skating Club, the New York Roller Skating Club, the New York Chess Club, the New York Bridge Club, the New York Billiard Club, the New York Golf Club, the New York Tennis Club, the New York Cricket Club, the New York Football Club, the New York Baseball Club, the New York Hockey Club, the New York Ice Hockey Club, the New York Figure Skating Club, the New York Roller Skating Club, the New York Chess Club, the New York Bridge Club, the New York Billiard Club, the New York Golf Club, the New York Tennis Club, the New York Cricket Club, the New York Football Club, the New York 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